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If our friends who favor us with manu-ripts and illustrations for publication win have rejected articles returned they mu all cases send stamps for that purpose.

Is To-day to Be Daylight Day?

The meeting or conference at the White House between the President and the members of the Senate Committee on Foreign Relations is set down for this forenoon. The report of to-day's transactions will show whether Mr. Wilson has decided at last to close his ears to the voices in the air and his eyes to the visions on the horizon and undertake the specific nunication of that which the Senate and the nation are entitled to hear from his larvnx. If he has come to this decision h

has done tardily and more or less under compulsion a very sensible thing. If he had begun eight months ago to be candid instead of secretive in his relations with his partners in the treaty making business, if he had given them from the first his confidence and the information he has sev eral times promised and at all times withheld, if his explanations of the treaty and the covenant had been sure agh explanations and not merely flimslest and sleaziest of tinted rhetorical stuff, we should be much further along toward the definite conclusion of peace than we are to-day, and his, the President's, position be fore the country would be more er viable, not to say respectable.

THE SUN believes that it speaks for a great majority of Americans when it expresses the hope that the arrogant tone of personal infallibility. the intolerable demand for unquesfloning acquiescence in every detail of his individually conceived plans and projects, will be as conspicuously bsent from President Wilson's deliverances to-day as they have been constantly and unpleasantly present burdens. The proceedings White House will show.

That the interrogation of the Pres ident will be conducted with all the the questions asked of him by the Senators need be devoid of pertinence

An Unsolving Solution of the Ballroad Problem.

A suggested solution of the rellroad problem which looks simpler than it is here follows:

"The first essential of the railroad problem is to arrive at a solution that will give the employees a return in proportion to the advance in the cost of living, the railroads sufficient funds to meet their increased exenses, and the public efficient transportation service.

"This seems to be a large question, but a solution is offered which apparently covers all the necessary points; it is this: First, let us return to a pre-war basis of the cost of living, scale of wages and cost of transportation. Let us take the date of June 1, 1918. Now we will put before us the cost of the above three items on that date. Figure next the percentage of the rise in the cost of living which, let us say for this month, is 80 per cent. greater than tn 1918.

"The solution is to add 80 per cent., or the increased cost of living. both to the wages paid and to the freight rates. This would cover everything and also insure the investor a return for his money.

"To be sure, the cost of living will vary, and so likewise will the wage and transportation charge vary proportionately. All that will be necessary will be a compêtent committee to designate the changes which can be arrived at from data already available. The I. C. L. will then be a basis for wages, rates and indirectly of earnings for stockholders. "THOMAS R. MOFFITT.

"BARANAC LAKE, August 7."

But this is exactly the mistake ministration made, the railway work-

schody, desperately striving to climb graphs and telepho

freight and passenger rates that there they know less than we think they do. and even a surplus. But no sooner make them think they want. were the rates raised than the prices | If the Interborough and the other tributed to military causes, including

had been increased. the railroad's income would no longer rise, due to the same cause; its equiprise-all its living costs would rise. As for the poor stockholder or bond-

at the same time, receiving less income and paying more to live.

living costs rolling back and forth by the police, disappeared altogether up more and more cost and taking of the Interborough lines became gen away more and more buying power erally appreciated. The evidence that the public came out worse than they day unmistakable. were before. And the end is not yet.

Whether you go back to your date or to any date, whether you apply your doctrine in full or in part, the gramme, just like that other starting with the railroads and the railroad workers, going through the whole circuit and coming back again, like an evenging boomerang to the railroads and the railroad workers themselves could only bring everybody to the same distress and despair.

The End of the Interborough Strike An Object Lesson Indeed!

Last night a settlement of the Inin the proper and only proper way. terborough strike was effected by Commissioner Nixon, intelligently advised and supported by Governor SMITH, behind the back or rather since he took upon himself the world's over the heads of Mayor HYLAN and his political associates. The basis of settlement is the granting of a wage increase of 25 per cent. from the first in October, 1917, and let the Austroof August, eliminating the 10 per cent respect due to his exalted office is granted at that date, the further 25 certain; but that does not mean that per cent. which ConnoLLY's organi- ond Army ceased to exist to the Italzation demanded to be the subject of lans, the name not being even prearbitration. The system will prob- served in Italy, and the nation reably be moving again as usual when deemed itself by its magnificent dethis number of THE SUN reaches its fence on the Plave and by the victory readers.

> This is about as it should be. If Public Service Commissioner is of operation of the public utilities in such an unparalleled emergency and to protect the public served by those utilities against the brutalities of Bol shevik-like aggression and extortion, against the schemes of politicians in office and out of office seeking to establish full municipal control of the city's transportation system and, last but not least, against the supineness of a transit management apparently not unwilling to profit, at the grievous expense of the public, by lying back and allowing that public to have its object lesson. If a public spirited and conscientious Democratic Governor is of any use it is surely when he intervenes with the power and prestige of his superior authority and rectifies the fumbling performances of a local Chief Magistrate, an inexpensive person in one sense but in another sense capable of becoming extremely expensive to the taxpayers The citizens of New York owe gratitude to Lewis Nixon and to ALFRED

E. SMITH. The experience of a single week day, and of such a day of downpour as was yesterday, is quite sufficient as an object lesson of the possibilities of paralysis of the major factors of passenger transportation in the metropolis. Conditions like those of yesterday mean loss of money, loss of employment, lors of health to uncounted thousands of our citizens. The amount of sickness, the number of deaths that will result from the misfortunes endured yesterday can

never be calculated. The belief is widely current that the municipal authorities were not which the United States Railroad Ad- averse to seeing the operating company surrender its franchises and ers made, and the Democratic Govern- turn the railroads over to the city, to of political differences and the union ment cost elevators generally made, be operated by the city itself. If the of all parties in the defence of the It is exactly the thing which has people of New York city, enlightened

rieuce they have had with city op-It was not doubted by the Railroad erated ferries fresh in their minds for the blot on Italy's military his dministration when it increased want to embark on that enterprise, rould be abundant railway income If they want a city operated, politics vestigation has concluded its inquiry not only to pay the increased wages ridden transportation system they and has just made its report. The up as well a good working balance matter what a few politicians try to general officers are held mainly re-enemies,

of all commodities carried by the transportation companies can't get out | depression of morale, the commission roads increased more than the rates of a five cent fare enough money to admitting "that Socialist and Clerical pay proper wages to their employees Then, of course, the wages of all and earn proper dividende for their workers had to be increased in an ef- owners then the fares must be raised. fort to have their pay catch up with If the Interborough can't make their increased food and other living enough out of five cent fares to pay costs. Then, of course, everything proper wages the city couldn't, were made by such labor had to go on up it to operate the roads. If the Inter-still higher. Then, of course, the in- borough has a big deficit on five cent creased cost of food, the increased fares the city would have a bigger cost of clothes, the increased cost of deficit. The Interborough, losing shoes, the increased cost of every-money on five cent fares, will go into thing-caused by the increased rall bankruptcy. The city, losing money rates and rall wages and all wages on five cent fares, might make up the were chickens that came home to losses through taxation, but the peoroost on the very railway workers, ple would pay the taxes. The people No longer would their increased wages | must have the roads. It is cheaper and buy as much for them as their lower better for the people to have the roads wages had bought for them before, operated by a private corporation, Likewise, for the very same reason, headed by specialists in transportation, and pay fares high enough to meet its cost of living. Its coal would allow good wages and fair dividends, than it would be to have politics run negligent in not stopping the spread ment would rise; its supplies would them and charge up fabulous losses and extravagances in the tax levy. Here is another of the object les

holder, he had no place at all to land sons presented to the public underin safety. If his interest on his bonds standing: The people of New York was not omitted through the terrible are willing that the Interborough em- tionably determined to find the reason plight into which the railroads had ployees should receive fair living cast themselves, that interest paid wages. Yesterday their manifest him in a shrinking dollar would not temper was that of angry exasperapay his rent or buy his food or do tion rather than of friendly toleraanything for him the way it had done tion. Their natural sympathy for the before. There was no possibility of underpaid workmen had been nearly tunity that the present investigation getting his interest increased like killed by the excessive character of affords of revealing the real causes of wages. If his dividends were not cut, the demands put forth by Mr. Cox- this great national disaster. the same thing was true-and unfor- NOLLY's organization, by its stubborn tunately many dividends were cut. So refusal to stop short of an act that that this poor devil lost at both ends, was almost as criminal as murder, and by its stolid indifference to the para mount rights of the community. What Not a mortal soul got anything had been left of such sympathy by good out of the railway rate increases the recent strike on the Brooklyz coupled with railway wage increases, Rapid Transit system, with its scandawhich started the snowball of high lous incidents of violence unchecked across the country, always gathering when the attitude of the holders-up from American workers and American | Bolsbevist brutality cannot be pushed onsumers. Millions and millions of too far in this community was yester

The adequacy of the 25 per increase granted by the settlement i to be determined, as it should be, by principle—the false principle—is just to the employees and to the corporathe same as when it was applied a tion; for any general raise of wages year and a half ago. Your pro- in that quarter necessarily now in volves an increase of fares to produc the wherewithal. This is the out standing fact of the situation, in spite of Mayor HYLAN's mouthings to the contrary. What has been gained for the public by the opportune interven tion of Governor SMITH and Commis sioner Nixon is the removal of the whole question, both as to wage in crease and fare increase, from Hylan politics and its equitable determination, without further public suffering,

General Cadorna and Caporetto.

Caporetto is a name that stands out Isonzo Valley the Second Army broke German advance sweep almost unresisted into northern Italy. The Sec. of Vittorio Veneto. But the Italians could not themselves forget Caporetto to them the disaster was never a dea Public Service Commissioner is of to them the disaster was never a demanding the troops in the Mexican any use it is surely to maintain the feat; it was styled "the treason of State of Tamaulipas is Fortunated."

Caporetto." The world was at the time of this disaster more or less familiar with the circumstances which brought it about. Rome was extremely frank in its official statements, saying that the failure to resist on the part of some live in idle happiness ever after. units of the Second Army "which in cowardice retired without fighting or surrendered to the enemy" permitted the Germans to break the Italian lines. At the same time there came were as bold and active in their operations as were the conspirators seeking to destroy the morale of the French people and soldlers.

The Italian "defeatists" lent themlous propaganda ever undertaken by cigarette in France lists the smoker Germany. It was directed against the morale of the Italian army, and it was carried on by the distribution of false news reports that Italy had mouth to have caught a mouse strikes and disturbances in Italian industrial centres and by cunningly worded appeals in letters addressed to the men in the trenches. "That Italy was not supported by her allies" was made one of the strongest weapons in the hands of the "defentists." by reports that the army at the front dug up, poor thing?" was without necessary supplies and properly equipped reserves. Another strong factor in the situation was that Italy was at the time torn by bitter political strifes. These conditions taken as a whole were generally considered the contributing causes of the

disaster on the Isonzo. The most patent result of the Caporetto incident was the wiping away their necks in living cost trouble. It is exactly the fallacy which makes all prices like a scarler by the experience the country is haven finances of the disaster were sumnation. Some of the men in the

tory was inevitable. The commission which was appointed to make an in-

and to pay the guaranteed rental to will have it, and all of us must pay principal features of this report are become the special pleader for the ter the owners of the roads but to pile the bill. But they don't want it, no that General Caponna and two of his ritorial rights of one of her recent sponsible, and that the defeat is atpropaganda played its part in lessen ing the morale of the Italian sol

> of General Canonna "and other responsible persons." General Caponna early in the way was the military idol of Italy; it was believed that he alone was able to lead the army to a complete and satisfying victory. Since Caporetto he has been living much of the time in retirement, only once or twice replying to the attacks which have been made upon his conduct of the Isonzo campaign. To the world outside of Italy he has been considered guilty of acts of omission rather than commission. It has been believed that he was of the German propaganda among the troops and that he was too confident of the success of his plans to take the proper measures to safeguard their execution. Italy, though, is unques for the Caporetto debacle, and if the responsibility does now rest upon refused to bear the burden of the blame-he should welcome the oppor-

diers." To this, according to a des-

patch from Rome, is added a demand

Pay the Mexican Blackmatters, Then Settle With Mexico.

Fifteen thousand dollars, the sum demanded by Mexican bandits for the release of the Army aviators, Lieu tenant Davis and Lieutenant PETER son, is not too much for the United States to pay for the lives of two of its citizens, whether they happen to be in the Federal service or not. Fifteen million dollars would not be too much. No sum would be too much.

Lieutenant Davis and Lieutenant PETERSON must be rescued. If we Grand Central Terminal pust pay blackmail to Mexican bandits to save them we shall pay it. But when the blackmail has been paid and Lieutenant Davis and Lieutenant Peterson are safe there will be reckoning for Mexico to settle.

And there will be a reckoning for too. The outrageous treatment of Lieutenant Davis and Lieutenant Pr reason, the affront offered to the United States in their case, the revelation it contains of CARRANZA's utte fallure to establish peace and safety in Mexico, constitute only one of a appalling list of incidents in which the United States has been treated with contempt by Mexicans and its protests made to the Carranza Gov ernment ignored as the empty for mula adopted by an Administration too busy making a world safe for denocracy to bother about making the United States border safe for American citizens.

For six years and five months in our treatment of Mexico. Every day of that long period has seen American interests suffer. In no case has the Wilson Administration taken ndequate measures to safeguard thos interests. When the American people in the fulness of time resume con trol of their own affairs they will settle with Mexico, and they may set tle with the Wilson Administration.

The name of the General com-ZUAZUA. If this soldier of the honey sweet names through war or politics oses his present job he can com here and sell the copyright of his Christian name to a manufacturer of garters and his family name to discuit or chewing gum maker and

The length to which the French Government will go to keep its citizens from knowing the joy of smoking American tobacco is amazing. It urned down an American offer out of Italy reports which showed \$200,000,000 for the monopoly of the met with in France, should give voice that the nation had "defeatists" who tobacco trade held by the Government, to such dangerous gossip. As you bring though the sum was \$40,000,000 in year from the monopoly. part of its African possessions the uncanny vegetable matter sold in France as tobacco is grown is a State secret selves to the spread of the most insid- To be seen smoking an American as belonging to the Moneybund.

The British oyster which is reported by a cable despatch from Great Yarbeen deserted by her allies and that somewhat sprier than the general she was to abandon the war, by run of American cats of this gen-Also it should be noted fur ther to its credit it has answered very handsomely the question always asked by Americans willing to try anything once who have eaten a British oyster from the half shell. Even if as food it is impossible to respect the it is not possible longer to They endeavored to emphasize this to the Yankee question: "Why was it deny that it has given good answer

A Busy Georgia Day.

From the Commerce Nesse Last Monday we had a comedian show misfortunes, a Salvation Army man and woman preaching on the streets, while on

Piacing the Responsibility.

From the Kansas City Star "When things are going good financially is exactly the fallacy which makes all railroads, and the experience it has prices like a soaring balloon, with had with Government operated tele- a new and successful fight against the or 'Children mighty poorly.'"

Lowin Gos

THE FATE OF THRACE.

Shall America Favor Bulgaria at the

To THE EDITOR OF THE SUN-SIT: of world pacification begs to know since when and why has America namely, thrice treacherous recent reports of the action determined upon by the American delegates at the

And in our sudden accession of lov for this double faced and savage people what has become of the former Philhellenism which we so warmly enter tained but a short time ago, and with reason, we having from her earliest by Senator Frassarr in the Italian iberation favored Greece, recognizing Chamber for the trial by a high court indebtedness for the heritage handed down from her great days, among other things the transmitted What has become of our President's specification "Greece must be secured"

Every one knows of the sufferings ustained by the Greeks of Thrace at the hands of their unprincipled neigh Balkan war to the great war. It is incredible that we should be access to putting a premium upon the com rages recorded among the atroctties of Give Thrace to Bulgaria!

have a standing among the conquering nations! One is forced into wild specu ations to assign a cause for so fatuous counsel on the part of the American erman propaganda," once so probable factor in every mysterious perversi-

But we learn that it was a professor Columbia University, a member of he other delegates in their belief that Thrace should go to Greece. If this be the case, the Columbia professor is surely at odds with the distinguished the case, the Columbia president of the university whom we all know as an ardent Philhelienist. I trust that THE SUN will throw light open the situation, explaining wherefore our sudden face about on this question of the disposition of Thrace and our infatuation with Bulgaria. EDITH M. THOMAS.

New York, August 18.

GRAND CENTRAL PORTERS The Red Cap Monopoly Results Travellers Paying Double.

To THE EDITOR OF THE SUN-SET: A famous commuter would say, "May I' on the travelling public who use the

the Forty-second street entrance is me "Carr baggage to the train," and eager! selse your grip or other further; demand a quarter of a dolla and drop your baggage, leaving you to the Wilson Administration to settle get to your train, which is invariably several blocks distant, the best you can niess a Red Cap is within halling distance and free, which is an infrequent o To the female and not overstro

male this condition is more than a hard ship and one which railroad authorities can and should at once remedy. porters complained of are licensed, but the railroad will not permit them to pas through the train gates, the privileg being allowed only to the Red Cap por ter, who as a rule is in the minority.

Knowing this to be a fact, the raiload authorities should have signs place prominently at the Forty-second stree entrance announcing that porters other than those wearing red caps are not al lowed to carry luggage to the trains and thus save their patrons unnecessary annoyance and expense.

A VIRGINIA EXPLETIVE. Roll Call of Colloquial Substitutes fo Profaulty Demanded.

To THE EDITOR OF THE SUN-Bir: have heard frequently from natives her as a substitute for profanity the exression, "I'll be John Browned!" It would be interesting if your reader

from other sections would send in such JAMES D. MCNULTY. Hor Springs, Va., August 16.

Justice to Soldiers' Brides. To THE EDITOR OF THE SUN-Sir: A

service overseas to my credit and three trips to Paris, and a week at Nice to my discredit, allow me to express my hearty appreciation of your sterling editorial article, "War Brides of American So It is most surprising that any woma-

of intelligence and good breeding call ing herself an American, and with memory of the heartrending conditions to such dangerous gossip. As you bring cut, nothing is more unjust to the excess of the Government's profit last women of France and England than to held up to public gase the shortcomings of the few. H. F. K. New York, August 18.

The Talkers.

TO THE EDITOR OF THE SUN-Sir: IS talk alone would solve our troublesome problems they would have been solved applly long ago. Since the confusion of Rabel it is doubtful if there ever way more talk to less purpose than at presnt. How would this do for a slogan to help us on toward normal living: "Quit Talking and Get to Work"?

HERBERT F. PRESCOTT. EAST CHATHAM, August 18.

Count the Cost!

From a letter to the Athol Transcript Let us count the cost before we depart from the traditions of the nation. Are we to chase the rainbow of bringing peace to a war tired world by surrendering the things that have made our nation a blessing to mankind? Are we thousand, a woman telling fortunes and to endanger our own prosperity, weland fare and happiness by entering into covenant with the Powers of the world the same day the Superior Court in this Who have not made so good a use county ground out twenty-five divorces in their opportunities as have we? Are we a few minutes. der the burden of heavy taxation in order that the burdens of European nations may be made lighter? If we are, then let the sacrifice be made by a vote of the people of the entire country and not by the flat of one man who happens to hold the office of President

EDWIN GORDON LAWRENCE.

ITALY HURT AND PUZZLED.

Our Delegates in Paris The letter of which a transia one of the largest steel companies in Ita

GENTLEMEN-I take pleasure in ac knowledging receipt of your favor dated June 4, which I have read with a great dead of pleasure and for which I thank

onvinced not only of the possibility and ace of a collaboration be United States and Italy, but I am also a firm believer that only through the help of Italy can it be possible for the United States to develop a great ac tion in Europe, and especially in the Balkan Peninsula and in the colonies of the European nations. As you are cerundertaken by the Frenchmen, the Engand in South America the participation of the Italians has always been very direction of the work, the leadership and range of workmen, and also the actual execution of the work by means other country in the world which firective and executive technical man

Italy, therefore, is ? precious factor which should be held in very good so count. On the contrary, we Italians potice that the Americans not only have not studied our country and do not know it but they have humilfated us even too much, opposing us politically, which we were far from expecting and which we certainly have not deserved, inasmuch as we proved our loyalty and energy during the war and fulfilled all the obligations which we had shouldered to the Russian defeat. It is there fore only fust and logical that the Italian people, proud, sentimental and jealous of their dignity, should have teen profoundly shocked by the useles and unexplainable contempt with which the United States regarded them. And yet Italy is the only one of the

nations engaged in the war which has ugh victory over the enemy; victory which crowned a long and very diffiperiod of strenuous preparation, in fexible will and immense sacrifice.

ave inspired a greater and more cordial States, whose attitude the more hurts surprises and stupefies us inasmuch as America immense benefits could be de-The heart of every Italian bleeds for

the treatment that the United States could be comprehensible though not notead it is entirely to the advantage of people who are not entitled to our to the last among the ranks of our enmong the inner thoughts of those who direct politics in the United States there purpose of preparing Italy for new alliance with Germany in order to day no branch of the army is inde-make her a field of activity for the re-

constitution of Germany,
However, Italy still looks toward the States with faith and hope, and while the many contentions of the will not end very soon-she is con ident that she will find in the United Etates a stronghold which will permi her to utilize the great working forces forces represented not only by workme and laborers but also by a technical ele nent. The United States cannot do any thing in Europe without the cooperation tion can be given to her only by Italy. The countries along the eastern part of the Mediterranean Sea, of the Black Sea. Asia Minor and Africa are awak ening just now to modern civilization and life. They are countries which for many, many years will require very

which cannot be developed in any other way than with an association between the United States and Italy. However, for this association it absolutely necessary, my dear American gentlemen and friends, that you take La into more consideration and respec us more. Our history, our civilisation our education and our learning, our technical and scientific preparation which are all summed up in the vic tory obtained in the Venetian battle fields, where the army of the enemy 2,000,000 men strong was annihilate and destroyed in a few days, cannot b lightly overlooked nor denied without

They are countries of immense riches

endangering those relations. I am ready to continue the conversa tion with you upon the subject on which you have written me. In the mean while please accept the expression of my test consideration and my best regards. PIO PERRONE,

President of Gio Ansaldo & Co. MILAN, Italy, July 1.

"Free Beer To-morrow." To THE EDITOR OF THE SUN-Sir: Some

stating decreases in wholesale prices of foodstuffs. This no doubt is of great of Brooklyn, where retail prices are now 30 per cent. higher than a year had been created would survive. ago and are still rising. But let us hope. This reminds me that in Chicago

and asked for a free drink Tuesday were requested to read the sign again. But there may have been some comfort in doing that. J. W. THATER. BROOKLYN, August 18.

The Great Exception. The carpenters are on a strike, They will not touch a tool. The children say they do not like

To start again to school.

The painters loudly swear they won't Continue at their task; The masons all declare they don't Get what they ought to ask.

The actors are in arms because They cannot get their rights; he nurses lay down shears and gause For shorter, easter nights.

The frainmen are dissatisfied, They want a higher wage; he hoboes say they are denied Their dues—they're in a rage.

and thus it goes from A to Z. Each fellow sulks and shirks; Except the League of Nations The rotten way it works.

W. W. WHITELOCK

BAKER SAYS AERO **FAILED AS WEAPON**

Secretary Quotes Haig as Saying Planes Could Not Destroy Bridge.

OPPOSES AIR MINISTRY

Tells Senators Development Would Be Swifter Under Present System.

WARRINGTON, Aug. 18. - Secretary laker to-day explained to the Senate Military Committee the ground of the to create a separate air service fathered by Senator New (Ind.) on the ground that both the military and naval ser vices would suffer through the discouragement to ingenuity and invention

within their own organizations. "In the view of the War Department, said Secretary Baker, "aircraft are both machines of transportation and engine

of WAL. The Secretary held that thus far use of aircraft in war was a proved utility of aircraft in war was a proved us whereas commercially and for pur-of peace time industry the art science of aviation were largely em-bryonic. In the war there were devel-

The value of the airplane as an ob autics. The value as a bomber quoted no less an authority than Field Marshal Sir Douglas Haig as seriously questioning the accuracy and dependa-bility of it as a weapon. "Sir Douglas Haig." said Mr. Baker.

"stated that he had tried for months or and to accomplish the destruction of a vitally use by the Germans, and although he had battered and banged to bits everything in its imi necessary fair hit had not

Not Much as Fighters.

The actual fight planes, the Secretary for their pilots and gunners; they did supreme work in holding back enemy fighting value, except against enemy two principal functions of observing and

"But perhaps," said Senator New,
"this offers the very reason for the
separation of the services which my
bill provides."

"Singularly," responded the Secre-tary, "the British for whom Sir Doug-lan was speaking, is the only service which has indulged in the programm of separation. Air craft are associated with all modern fit infantry depends on them for advance and withdrawing; artillery fo the direction of and established pre-cision of fire; the cavalry in a less degree and also the coast artillery. To-

"It is my view that their pilots shoul be trained as military men and their as sociation with the army intimately maintained. Toward the close of the war just before the armistice, in point of the military automatic craft which could be directed and sen flying 50, 60, even 100 miles into enemy there to explode itself with

"In this, the newest development o air fighting, and of the use of the air-plane was distinctly a military advance. Modifications and developments should come along military lines, under military military aeronautics in America an observice a new thing off by itself."

Now Defends Bill.

Here Senator New Interrupted to call attention of the Secretary fact that under provisions of his own hill there was no intention of interferair service or with its control of air fighting and the collaterals of invention senator New insisted on the need for ers face to face with a very scrious

development of perfection in air service affairs on the broadest of grounds and need for his suggested department in order that the art and science of avia-tion should not become wholly military or wholly a naval affair. or wholly a naval analy.

Secretary Baker expressed ignorance
of the actual distribution of the recent
appropriation by Parliament of \$225,000,000 for uses of British Air Service.

"It is evident," said Senator New,
"that Great Britain sees far enough
ahead to know that she must do with the air what she has done with the sea. Government's system of restricting in-gain supremacy and hold it. The R-34 ports to those licensed by the Board is an instance of the development of the British plan. The R-33, with which the British intend to accomplish the flight from London to Calcutta, is another.

Senator New then cross-examined Sec. Senator New then cross-examined Section 1918-1919. Senator New then cross-examined Section 1918-1919. Senator New then cross-examined Section 1918-1919. Set years is making a fight to uphold the principle of state of America's airplane supply and free trade. He announced to-day that the service in general. He wanted to the service in general. He wanted to he proposes to import without leans know if the Secretary thought in view of the proposes to import without leans some of the commodities now under the Government's embargo and to carry the tion of the air fighting organization which America threw into the world was t was not likely that a similar delay of ifteen months which had marked the of our papers have devoted much ink time of America's entrance into the field by critica of the pre-war business is said and space during the past year to and the actual use of an American air squadron would not be repeated if war came again.

Secretary Baker thought not. He interest to those living in my section said he believed the industry which had been established and the service which been established and the service. But the importation of arms, and the service had been created would survive. But Senator New pointed out that of the incommon of the licensing system asset the term "or any other goods mean had contributed more than 90 per cent. Only goods of a similar character. So This reminds me that in Chicaso a had contributed more than 50 per cent. only goods of a similar certain saloon displayed for years a had already gone off the air roster and John has been one of the leaders a large sign reading, "Free beer to-showed that the life in war of an air-the discussion carried on by the Free Those who read the sign on Monday while even in peace employments eighteen months marked its end.

PITTSBURG CAR UNION IS SUED. \$800,000 Asked by Railways Co

way Employees, alleging breach of con-tract by 3,000 striking motormen and conductors, who have tied up trolley transportation here since last Thursday ght, when they rejected the Na-War Labor Board's award of a Secretary of War. five cent an hour wage increase The men demanded a twelve cent raise, and suspended their strike last

May pending the board's decision, which May pending the board's declared, was in dre Millerand, they agreed to abide by. The suit is brought jointly against the union, its War in 1914, was injured significant. officers and members.

Henry White Resting in Holland.

The Sun Calendar

THE WEATHER

eastern New York-Showers to day and probably to-morrow; not much change in temperature; moderate east winds.

New Jersey-Local showers For New Jersey-Local showers and thundersterms to-day and probably to-imorrow; not much change in temperature; moderate variable winds. For New England—Showers to-day and to-morrow; not much change in tempera-ture; moderate east winds. For western New York—Local showers and thundersterms to-day; probably fair to-morrow; moderate west winds.

WASHINGTON, Aug. 18.—Press low in the lower lake region, aniddle Atlantic coast and in the Camaritime provinces. During the twenty-four hours showers and if storms have occurred in the north of the west Guif States and search of the Mississippi River except in the Ohio Valley and portions of the so lantic Raises. It has become so cooler in the Guif States and temps have risen to decidedly above norm the Canadian Northwest. The out for showers and thunderstorms The the Mississippi River the country a fair. The weather will become warn the Ohio Vailey and the lake region day and Wednesday. Elsewhere the out the country east of the Miss River tamperature changes will be important.

ervations at United States Weather he stations taken at a P. M. yeaterday ty-fifth meridian time:

Temperature Reinfall
Last 25 hradbaron-Last
tions. High Low, etc. 26 hra Weaths

Reinfall
Barcon-Last
- eter. 24 hrs. Westher.
25:54 - 25 Cloudy
25:54 - Pt Clg
25:54 - Pt Clg
25:54 - Pt Clg
25:55 Cloudy
25:55 Cloudy
25:55 Cloudy
25:55 Cloudy
25:55 Cloudy
25:55 Clear
25:50 12 Cloudy
25:55 Clear
25:50 15 Cloudy
25:55 Clear
25:50 16 Cloudy
25:55 Clear
25:50 17 Cloudy
25:55 Clear
25:55 Cl

The temperature 1919, 1918, ...64 63 ...65 69 ...64 68 1919. 63 62 62 9 A. M. . . . 64 2 M 65 2 P. M. . . 64

Highest temperature, 65, at 12 noon Lowest temperature, 62, at 10 P. M. Average temperature, 64. EVENTS TO-DAY.

Meeting of Broadway Association

EUROPE TO FIGHT "PUSSYFOOT" DRYS

Wine Syndicate to Combat Prohibition Drive. ecial Cable Despatch to Tan Bun from the London Times Service.

Copyright, 1919, all rights reserved. Paris, Aug. 18 .- The National Wins syndicate and the International Wine Committee, two bodies which rule the production and distribution of European wine, alarmed by the success of the "pussyfoot" campaign in America and its extension to Great Britain, have & aeronautics in America an ob-cided to form a special committee for robsolescent thing, and the air world defence of wine against its enemies. The French are a very inderstand why, because there are minority of people who don't know how to drink, those who do understand the use of and do not abuse good iquor should be macrificed.

Throughout the war trade with Great Britain has suffered severely, the complete stoppage of the American market and a threatened "pussyfoot"

BRITISH EMBARGO TO **BE FOUGHT IN COURT**

Sir John Simon Takes Leadership in Contesting Act.

LONDON, Aug. 18 .- The legality of the Government's system of restricting immatter to the courts.

factures. Authority to restrict imports

claimed by the Government under the customs' act of 1876, which prohibited Traders.

NAZIM PASHA RESIGNS.

Minister of War Quits Because of

for Present Strike.

Piyrssuso, Aug. 18.—A suit asking \$200,000 damages was filed at 4 o'clock this afternoon by the receivers of the Pittsburgh Raliways Company against the local division of the Amagamated Association of Street and Electric Rall-way Employees, alleging breach of con-Shefik Pasha, former davernor of Dacra, Nazim Pasha's successor in the War Ministry, is weeding out a number

of high officials including the Under

MULHOUSE, Alsace, Aug. 14 -Alexander

dre Millerand, Governors seneral Alsace and Lorraine and Minister moors and members.

Itemry White Resting in Holland.

Paris, Aug. 18.—Henry White of the automobile when their chauffeur swered and the bit and the bi American peace delegation has gone to to avoid a cyclist. The automobile hit a Soheveningen, Holland, for a week's tree. M. Poules suffered a fractured skull.